

Welcome to the 2011/12 winter edition of the CRC Newsletter. Please take the time to carefully read through its contents as there may be some important information relating to your class or changes happening within the sport in general.

Powerboat Safety Review

As a result of certain issues arising from past incidents within our sport – the CRC were tasked with conducting a full safety review over the last few months.

One of our main tasks was to try and align our national rules with the international UIM rules. This proved to be a very difficult and complex review as there were many factors to consider.

Please carefully read the safety review section of the newsletter, which should provide you with the most immediate information that you will need.

UIM Youth Development Scheme

After over a year of hard work and negotiations – the UIM Youth Development Committee (which includes John Puddifoot) have finally announced the details of the new Youth Development scheme.



The basis of the scheme is that the UIM will provide complete 'turn-key' race packages in either the GT15 or GT30 class at a heavily discounted price to any official National Authority, for them to be used for training, racing and promotional purposes.

The boats chosen for the scheme by the UIM will be the Winrace MK8 and the engines have been announced as the Mercury 15 & 30 hp.

The fantastic news for the UK is that the RYA have allocated funds to the Powerboat Racing department in order for them to place an order for 1 x GT15 & 1 x GT30 Boats.

How / when & where they will be used is yet to be finalised –but our sincerest thanks must go to John Puddifoot for all of his hard work and effort in securing such a positive contribution to the future of our sport.

Scrutineers Needed !!

The sport really needs some 'new blood' to train as pre-race scrutineers. If you are willing to offer your services – we will be happy to accept it !

If you are willing to learn and commit some of your time – please urgently contact your club representative or the RYA office and register your interest.

There is also a scrutineers seminar being held at Oulton Broad on Sunday 26th February at 11.00 am which you are also welcome to attend should you be thinking about training to become a scrutineer. Our sport relies on volunteers – so please help if you can.

Cholmondeley Pageant of Power

Unfortunately, circuit classes are not required to attend the CPOP event this year.

The CRC would like to thank Robin Hurst for his continued efforts for the sport and we wish him every success in his future plans for the event.

In addition, we would also like to thank the LOBMBC club and all of the other volunteers & drivers for supporting this event since its origins.

New PRC Chairman

Due to the retirement of George Sawyer from his position as the Powerboat Records Chairman – Jim Noone has been appointed as his successor.

As many of you are already aware – George has been unwell recently and although he is well on the way to making a full recovery he has decided to scale-back on his official duties for the time being.

The CRC and I'm sure the whole sport would like to send our best wishes to George for a speedy recovery and that we will look forward to seeing him & Nina back on the circuit in 2012.

Farewell To Sheila Wright

After many years of loyal service to the sport – Sheila has retired. I'm sure I speak for everyone in saying that she will be greatly missed and extend our thanks for all of her hard work and assistance over the years.

Sheila's retirement has resulted in a new member of Staff in the powerboat racing department. We would like to wish Becki Hooper the best of luck in her role and I am sure you will all be patient and as helpful as possible while she settles into her new role.

End of year Prize Giving 2012

After the success of the 2011 end of year prize giving – we will be hosting another at the final national at Stewartby in September.

We are urgently seeking sponsorship for the end of year awards and would gratefully receive anything that you could offer in the way of prizes or financial assistance.

If you can help – please contact Jeni Jelf : jenijelf@aol.com or 07958133880

Entry Fees

With costs rising every year and the increasing financial pressure on the UK Clubs to host events it has been deemed necessary to introduce a £5.00 increase for all class entry fees.

2012 ENTRY FEES

CATAGORY	PRE - ENTRY	LATE ENTRY
Junior	£50.00	£70.00
14 -15 Yrs	£60.00	£80.00
16 + - Adult	£80.00	£100.00

Please take the time to return the pre-entry form when they become available – you could make a big saving if you do !

Cardiff National

Once again we are fortunate enough to have confirmed this race again in 2012. Please try to support us again this year by as many of you as possible attending to race.

In addition, we are urgently looking for a launch vehicle to be used at the event. If you have something that we could use – please urgently let us know. jenijelf@aol.com or 07958133880.

2012 Rules

In addition to the rule changes set out in the safety review – please note the following rule changes for 2012.

Alcohol

Under instruction from the RYA Council – There will now be a zero tolerance policy on alcohol limits for all ages of competitor.

Any competitor found to have more than 10 micrograms of alcohol in 100 millilitres of breath (0.10 on the analyzing machine) will be immediately disqualified from the day's events.

There will be **NO** second chances and you will not be permitted to be re-tested at a later time. The disqualification will only be relevant for the day that the test was carried out and you are free to rejoin the competition for any remaining days providing you show the correct alcohol reading when tested.

**Weighing**

There is no longer a - 2kg weight tolerance and PB2 rule G30.2 will no longer apply. If at any time you are found to be underweight you will be immediately disqualified and all points accumulated to the point of weighing will be removed. If there are remaining heats you will still be permitted to enter and will receive points providing your weight is re-checked. The weighing equipment / procedure cannot be protested.

Measurement Certificates / Log Book

You will no longer be permitted to enter into National Championship rounds without a valid Measurement Certificate / Log Book (if required). You will be required to give your measurement certificate to the race secretary along with your licence when you sign in at an event.

Please make sure that you contact the RYA to re-new your certificates or contact your club if you need any help with this. There is plenty of time before the first national – so please make sure that you take action as soon as possible.

Lifejackets

Please refer to the PB2 for lifejacket information.

In addition the following clarification will also be included :

Classes where competitors are 'restrained' : You are required to wear a life-vest incorporating pants. You may not wear a life jacket that incorporates leg straps.

All other classes : You are required to wear a lifejacket that incorporates leg straps. You may not wear a life-vest incorporating pants.

All other rules such as buoyancy colour etc.. will still apply. Please check that your lifejackets etc.. are in good working order and fit for purpose before the season starts.

Following the safety review – scrutineers will be more vigilant in ensuring that you have the correct equipment before you will be allowed to test / race.

Helmets

Please refer to the PB2 for helmet information.

Please check that your helmets are in good working order and fit for purpose and comply with the rules on colour etc..

Following the safety review – scrutineers will be more vigilant in ensuring that you have the correct equipment before you will be allowed to test / race.

NS2000/F2

Please be advised that as per the safety review you will have weight increases in your class that will be implemented for the 2012 National Championship.

Hulls using the SST120 Engine : **513 Kg (inc driver)**

Hulls using the optimax SST200 Engine : **530 kg (inc driver)**

Unacceptable Conduct / Bringing The Sport Into Disrepute

The CRC would like to make it absolutely clear that we will NOT tolerate any abusive language or threats of violence towards RYA Officials for any reason. This applies to not only to drivers, but crews, families, friends etc.



In 2011 we saw an increasing problem between teams –arguing, swearing, fighting, and generally causing bad feeling. On more than one occasion this behaviour is being displayed in full view of the public and our Junior drivers.

This is not the kind of behaviour that we need within the sport and not an acceptable example to be setting our impressionable youth. This subject will be closely monitored and action will be taken if any further unacceptable behaviour witnessed or reported in 2012.

This warning also extends to the use of social media sites to make derogatory / inflammatory comments referencing the RYA, CRC, Clubs, officials and other competitors. We urge you to consider the impact of your actions before making public comment and advise you that should the situation arise, any public statements that you make could be used against you in any potential disciplinary procedures.

We urge to you seek resolution to your disputes in a democratic manner or through the official channels. Please respect each other and everyone's right to the enjoyment of their sport.

Coniston Records Week 2011

With reasonably good weather for most of the week – the Coniston records attempts were a huge success for the Circuit Classes. 3 World Records & 10 British Records were broken at the event.

In addition the 'K7 Club' gained a new gold star member - with Ian Wright achieving a World & British S2000 Speed record with a very impressive 125.36mph run. A fantastic achievement for him and his team – congratulations Ian !



Ben Morse broke the World & British GT30 speed record on the very last run on Friday – making sure that he saved his very best effort for last. Congratulations Ben & team on your achievement – only next time could you be a bit quicker about it ? I'm not sure your father can afford to lose anymore hair !



Nick Walsh was also present during records week but his attempts were scuppered by a leaky hull & Kevin Hill's week ended after he performed an almost perfect 360 flip. Better luck next time boys !

Both Ben Jelf & Charlotte Newton were also at Coniston trying to break the GT15 record. Unfortunately Charlotte suffered engine failure on Wednesday which ruled her out of the running, but after what seemed like a hundred runs – Ben Jelf broke the World & British GT15 Speed record – Congratulations to Ben & team on a great end to a perfect year.



British Speed Records

Ian Wright - (S2000) 125.36 mph
 Ben Morse - (GT30) 56.73 mph
 Ben Jelf - (GT15) 43.11 mph
 Chris Loney - (VP.2.75) 86.60 mph
 Helen Loney - (VP.2.00) 80.09 mph
 Will Wood - (Clubman 1500 Mono) 71.50 mph
 Peter Hart - (0.1000) 66.82 mph
 Sean Fisher - (P750 BP) 61.51 mph
 Peter Hart - (Clubman 1000 Cat) 60.43 mph
 Matt Wood - (Clubman 1000 Mono) 56.80 mph

World Speed Records

Ian Wright - (S2000) 125.36 mph
 Ben Morse - (GT30) 56.73 mph
 Ben Jelf - (GT15) 43.11 mph

Congratulations to all of the Record Breakers & everyone that took part. We hope to see as many of you as possible at this year's Records week in November.

British National & Sprint Champions

Out of the 92 Circuit licences issued by the RYA in 2011 – we had a total of 60 Participants in the 2011 British National & Sprint Championships.



Congratulations to our winners & all who took part – we look forward to seeing you all back for the 2012 season.

Confirmed Champions are :

British Sprint Champions

S2000 - Paul Balfour
SL250 - Keith Whittle
0250 O/Board Hydro - Kevin Turner
0350 O/Boad Hydro - Nigel Edwards
T850 - Bill Owen
S850 - Mark Williams
OSY:400 - Luke Hugman
GT30 - Nick Walsh
JT250 - Ben Jelf

British National Champions

JT250 - Ben Jelf
GT30 - Natalie Craddock
OSY: 400 - Luke Hugman
T850 - Mark Williams
S850 - Scott Curtis
O/Board Hydro - Julian Codling
S2000 - Malcolm Goodman

A full list of results are included at the end of this newsletter.

International Participation / Results

The UK had a record number of drivers competing internationally this year - 20 UK drivers took part in approved UIM races / Events.



With the Brits achieving some fantastic results in international competition – special credit must go to Scott Curtis who managed to take the F4 World Championship for the 2nd time after winning 3 out of the 5 rounds in the championship !

Hot on the heels of Scott's amazing results, Ben Jelf also won the GT15 World & European Championships and Matt Palfreyman won the F4's Eurofin trophy after winning an impressive 6 out of 14 races !



UK – UIM WORLD CHAMPIONSHIP RESULTS

F4	Scott Curtis	Gold (1st)	F4	Brian Shulver	5th
GT15	Ben Jelf	Gold (1st)	GT30	Jordan Muckles	6th
F4	Brian Block	Bronze (3rd)	F2	Owen Jelf	7th
GT15	Charlotte Newton	Bronze (3rd)	GT30	Natalie Craddock	7th
F250	Julian Codling	Bronze (3rd)	Class 3	Owen Jelf	9th
GT30	Ben Morse	Bronze (3rd)	GT30	Sam Whittle	10th
GT30	Charlotte Gilbert	4th	F4	Stephen Batch	13th
F4	Mark Williams	4th	F4	John Masters	DNF
GT30	Malcolm Goodman	5th			

UK – UIM EUROPEAN CHAMPIONSHIP RESULTS

GT15	Ben Jelf	Gold (1st)	F250	Paul Jillings	10th
F250	Julian Codling	Silver (2nd)	R1000	Jim Noone	9th
F250	Wayne Turner	4th			

UK – UIM International Ordinary RESULTS

F4-S Eurofin Championship Matt Palfreyman **Gold (1st)**



Circuit Safety Review / Rule Changes

CLASS	ACTION	Implementation Dates
GT30	The GT30 Class rules will comply with UIM specifications.	1st Jan 2012
OSY400 & Outboard Hydros	The CRC considered these two classes and agreed that for RYA national and club racing boats do not have to comply with current UIM standards and rules regarding the height of cockpit sides. It was accepted that only a small number of boats with low cockpit sides race, however it was felt that alignment to the UIM rules was extremely important, the following decision were therefore taken:	
	1. The CRC agreed that as from 1 January 2012 all new builds in the above classes must comply with UIM rules.	Mandatory 1st January 2012
	2. The CRC agreed that for 2012 boats with low cockpit sides could continue to race however it was highly recommended that these boats comply with current UIM standards before the start of the 2012 season.	Highly Recommended 1st January 2012
	3. The CRC agreed the cut-resistant overalls should be highly recommended for all non cockpit classes as from 1 January 2012, in accordance with UIM rules.	Highly Recommended 1st January 2012
J250/JT250/ GT15	The CRC agreed that J250 type hulls should be phased out as these have not raced internationally for a number of years and significant developments in boat design and safety have resulted in the JT250 and more recently the GT15 class being established.	
	Competitors are urged to consider switching to the GT15 class as soon as possible.	
	The CRC therefore made the following decisions:	
	1. To allow J250 type hulls and the Yamaha 15 D to continue racing in both club and national events until the end of 2012.	No longer permitted from 1st Jan 2013
	2. To allow the JT250 class to continue racing in both club and national events until the end of 2013.	No longer permitted from 1st Jan 2014
3. Junior racing to consist of GT15 only as from 1 January 2014.	Mandatory 1st January 2014	
4. The CRC agreed the cut-resistant overalls should be highly recommended for all non cockpit classes as from 1 January 2012, in accordance with UIM rules.	Highly Recommended 1st January 2012	

T850	<p>The CRC affirmed that minimum cockpit depth in this class was extremely important the strength of the cockpit sides must be adequate for the class and excessive movement was not acceptable.</p> <p>The CRC agreed that additional cockpit and side impact protection could be incorporated into the crew area only. It was therefore agreed that existing boats must have side protection built in. Bristol and Hustler hulls are to be reviewed to and will be required to have the agreed modifications fitted. Existing Tornado boats to have cockpit sides above the deck checked & strengthened where required. Detailed specifications on how this work should be carried out will be agreed by the boat builders and competitors will be advised as soon as possible.</p>	
	<p>1. Cockpit / Side impact protection to be improved to agreed standard.</p>	<p>Highly Recommended 2012</p> <p>Mandatory 1st Jan 2013</p>
	<p>2. The CRC agreed the cut-resistant overalls should be highly recommended for all non cockpit classes as from 1 January 2012, in accordance with UIM rules.</p>	<p>Highly Recommended</p> <p>1st January 2012</p>
Hydrocats	<p>The CRC agreed that the minimum cockpit safety cell requirement on existing Hydrocats should be 1000 Newton metres and that for all new boats built from 1 January 2012, these must comply with all current UIM specifications.</p> <p>Cell upgrade procedures will be advised as soon as possible</p>	
	<p>1. All new builds must comply with UIM specifications</p>	<p>Mandatory</p> <p>1st January 2012</p>
	<p>2. All hydrocats will be required to have a minimum cell rating of 1000 Newton Metres.</p> <p>Cell upgrade procedures will be advised as soon as possible</p>	<p>Highly Recommended 1st January 2012</p> <p>Mandatory 1st Jan 2013</p>
	<p>3. The use of an onboard air supply for hydrocats was highly recommended from 1 January 2012</p>	<p>Highly Recommended 1st January 2012</p>

S850/F4/F4-S	<p>1. S850/F4 – Crew Safety – The CRC agreed that the minimum cockpit cell specification for existing S850 /F4 boats should be 1000 Newton metres.</p> <p>Cell upgrade procedures will be advised as soon as possible. Owners are advised to take action as soon as possible.</p>	<p>Highly Recommended 2012</p> <p>Mandatory 1st Jan 2013</p>
	<p>2. All new-build boats for S850/F4 & F4-S must be built to UIM specifications.</p>	<p>Mandatory 1st January 2012</p>
	<p>3. F4S – The CRC agreed that this class must run to current UIM rules.</p>	<p>Mandatory 1st January 2012</p>
	<p>4. The use of an onboard air supply for S840, F4 and F4S was highly recommended from 1 January 2012.</p>	<p>Highly Recommended 1st January 2012</p>
	<p>5. The 6 Point Safety Harnesses – The use of 6 point safety harnesses as specified by the UIM is highly recommended for all restraint and canopy boats as of 1 January 2012, and that from 1 January 2013 this will be mandatory in all restraint and canopy boats. These safety harnesses must be fitted in accordance with UIM requirements.</p>	<p>Highly Recommended 1st January 2012</p> <p>Mandatory 1st Jan 2013</p>
NS2000/ SL250 / SuperCat	<p>1. Crew Safety – The CRC agreed that the minimum cockpit cell specification for existing NS200/F2/SL250 / Supercat boats should be 1000 Newton metres.</p> <p>Cell upgrade procedures will be advised as soon as possible. Owners are advised to take action as soon as possible.</p>	<p>Highly Recommended 2012</p> <p>Mandatory 1st Jan 2013</p>
	<p>2. The CRC agreed to increase weight limits for the above classes to conform to current UIM rules. Teams wishing to fit crashboxes etc. will therefore not be weight penalised.</p> <p>Hulls using the SST120 Engine : 513 Kg (inc driver) Hulls using the optimax SST200 Engine : 530 kg (inc driver)</p>	<p>Mandatory 1st January 2012</p>
	<p>3. The CRC agreed that all new boats built as from 1 January 2012 would be required to conform to UIM specifications and rules.</p>	<p>Mandatory 1 January 2012</p>

NS2000/ SL250 / SuperCat Cont..	<p>4. Crashboxes – The CRC agreed that crashboxes for the above classes was highly recommended for 2012 and would be mandatory from 1 January 2015.</p> <p>The CRC are currently investigating the best options for you to have these fitted and will advise as soon as possible.</p>	<p>Highly Recommended 1st January 2012</p> <p>Mandatory 1st January 2015</p>
	<p>5. The 6 Point Safety Harnesses – The use of 6 point safety harnesses as specified by the UIM is highly recommended for all restraint and canopy boats as of 1 January 2012, and that from 1 January 2013 this will be mandatory in all restraint and canopy boats. These safety harnesses must be fitted in accordance with UIM requirements.</p>	<p>Highly Recommended 1st January 2012</p> <p>Mandatory 1st January 2013</p>
	<p>6. Air Bags – The CRC agreed that air bags would be required in all NS2000/F2/SL250 & Supercat composite boats as from 1 January 2012 and that for all other boats in all other classes, it was highly recommended.</p>	<p>Mandatory for Snr. Composite Classes 1st January 2012</p> <p>Highly Recommended all other classes / Hull Materials. 1st January 2012</p>
	<p>7. The use of an onboard air supply for NS2000/F2/SL250 & SuperCat was highly recommended from 1 January 2012</p>	<p>Highly Recommended 1st January 2012</p>
	<p>The CRC confirmed that mixed class racing in accordance with RYA PB2 rules would continue for 2012.</p>	



2011 RYA BRITISH JT250 CHAMPIONSHIP



DRIVER'S NAME	BOAT NO	EVENT 1	EVENT 2	EVENT 3	EVENT 4	EVENT 5	TOTAL
		Carr Mill 31 Apr -1 May	Oulton Broad 28-30 May	Bodymoor 11-12 June	Bodymoor 3-4 September	Stewartby 24-25 September	
		POINTS	POINTS	POINTS	POINTS	POINTS	POINTS
1 st Ben Jelf	4	21	17	16	CANX	18	72
2 nd Teague Stroud	14	15	21	20	CANX	15	71
3 rd Thomas Yallop	71	0	15	17	CANX	20	52
4 th Lauren Gilderdale	35	17	13	11	CANX	DNR	41
5 th Tiegen Goodfellow	8	13	0	13	CANX	9	35
6 th Charlotte Newton	27	11	0	10	CANX	13	34
7 th Jess Beaumont	3	DNR	DNR	DNR	CANX	11	11
8 th Tom Mantripp	12	DNR	DNR	DNR	CANX	10	10



2011 RYA BRITISH GT30 CHAMPIONSHIP



DRIVER'S NAME	BOAT NO	EVENT 1	EVENT 2	EVENT 3	EVENT 4	EVENT 5	EVENT 6	TOTAL
		Carr Mill 31 Apr -1 May	Oulton Broad 28-30 May	Bodymoor 11-12 June	Cardiff 20 -21 August	Bodymoor 3-4 September	Stewartby 24-25 September	
		POINTS	POINTS	POINTS	POINTS	POINTS	POINTS	POINTS
1 st Natalie Craddock	88	15	21	21	11	CANX	13	81
2 nd Ben Morse	97	13	15	15	20	CANX	15	78
3 rd Jordan Muckles	9	21	13	17	14	CANX	10	75
4 th Charlotte Gilbert	6	17	17	13	10	CANX	17	74
5 th Nick Walsh	7	DNR	DNR	DNR	17	CANX	21	38
6 th Kevin Hill	69	10	0	DNR	15	CANX	11	36
7 th Sam Whittle	30	11	5	10	9	CANX	DNR	35
8 th Malcolm Goodman	69	DNR	DNR	11	DNR	CANX	DNR	11



2011 RYA BRITISH NS2000/F2 CHAMPIONSHIP



	DRIVER'S NAME	BOAT NO	EVENT 1	EVENT 2	EVENT 3	EVENT 4	EVENT 6	TOTAL
			Carr Mill 31 Apr -1 May	Oulton Broad 28-30 May	Stewartby 6-7 August	Cardiff 20-21 August	Stewartby 24-25 September	
			POINTS	POINTS	POINTS	POINTS	POINTS	POINTS
1 st	Malcolm Goodman	90	21	21	11	21	11	85
2 nd	Paul Balfour	29	17	17	20	DNR	20	74
3 rd	Ian Wright	98	10	13	15	15	16	69
4 th	Alan Marshall	34	11	11	17	11	17	67
5 th	Sven Hamer	50	15	9	9	13	10	56
6 th	Graham Palfreyman	77	13	10	13	5	DNR	41
7 th	Andy Griffiths	41	0	15	0	DNR	13	28
8 th	Ian Andrews	9	0	0	10	17	DNR	27
9 th	Owen Jelf	3	0	0	9	DNR	DNR	9
10 th	Ian Smith	53	0	8	0	DNR	DNR	8



2011 RYA BRITISH OSY400 CHAMPIONSHIP



	DRIVER'S NAME	BOAT NO	EVENT 1	EVENT 2	EVENT 3	EVENT 4	EVENT 4	TOTAL
			Carr Mill 31 Apr -1 May	Bodymoor 11-12 June	Bodymoor 3-4 September	Oulton Broad 11 September	Stewartby 24-25 September	
			POINTS	POINTS	POINTS	POINTS	POINTS	POINTS
1 st	Luke Hugman	87	15	21	CANX	21	21	78
2 nd	James Bowman	37	17	17	CANX	11	17	62
3 rd	Ben Viney	58	13	13	CANX	DNR	13	39
4 th	James Marr	77	DNR	DNR	CANX	17	15	32
5 th	Tony Knights	34	0	15	CANX	15	DNR	30
6 th	Jason Mantripp	51	0	11	CANX	13	DNR	24
7 th	Craig Speller	21	21	DNR	CANX	DNR	DNR	21
8 th	James Freeman	63	DNR	DNR	CANX	10	DNR	10



2011 RYA BRITISH S850/F4 CHAMPIONSHIP



DRIVER'S NAME	BOAT NO	EVENT 1	EVENT 2	EVENT 3	EVENT 4	EVENT 5	EVENT 6	TOTAL POINTS
		Carr Mill 31 Apr -1 May	Oulton Broad 28-30 May	Bodymoor 11-12 June	Cardiff 20 -21 August	Bodymoor 3-4 September	Stewartby 24-25 September	
		POINTS	POINTS	POINTS	POINTS	POINTS	POINTS	
1 st Scott Curtis	61	11	17	20	21	CANX	21	90
2 nd Matthew Palfreyman	77	20	13	11	17	CANX	DNR	61
3 rd Stuart King	70	17	9	DNR	15	CANX	15	56
4 th Stephen Hault	40	15	15	13	DNR	CANX	13	56
5 th Stephen Batch	1	14	21	18	DNR	CANX	DNR	53
6 th John Masters	6	10	8	10	13	CANX	10	51
7 th Paul Veares	12	9	11	15	DNR	CANX	9	44
8 th Brian Shulver	37	DNR	10	DNR	DNR	CANX	17	27
9 th David Moore	66	DNR	DNR	DNR	DNR	CANX	11	11
10 th Brian Block	3	DNR	DNR	DNR	5	CANX	DNR	5



2011 RYA BRITISH OUTBOARD HYDROPLANE CHAMPIONSHIP



DRIVER'S NAME	BOAT NO.	Powerboat Racing Club	Event 1	EVENT 2	EVENT 3	EVENT 4	EVENT 4	TOTAL POINTS
			Oulton Broad 2nd May	Bodymoor 11-12 JUNE	Bodymoor 3-4 September	Oulton Broad 11 September	Stewartby 24-25 September	
			POINTS	POINTS	POINTS	POINTS	POINTS	
1 st Julian Codling		LOBMBC	CANX	20	CANX	20	17	57
2 nd Wayne Turner		LOBMBC	CANX	15	CANX	17	15	47
3 rd Nigel Edwards		SWSC	CANX	13	CANX	DNR	20	33
4 th Kevin Turner		LOBMBC	CANX	17	CANX	15	DNR	32
5 th Geoff Lowther		LOBMBC	CANX	DNR	CANX	DNR	13	13
6 th Paul Jillings		LOBMBC	CANX	5	CANX	DNR	DNR	5
7 th Paul Yallop		LOBMBC	CANX	DNR	CANX	DNR	5	5
8 th Matt Lockwood		LOBMBC	CANX	DNR	CANX	DNR	DNR	0



2011 RYA BRITISH T850 CHAMPIONSHIP



	DRIVER'S NAME	BOAT NO	EVENT 1	EVENT 2	EVENT 3	EVENT 4	EVENT 5	EVENT 6	TOTAL
			Carr Mill 31 Apr -1 May	Oulton Broad 28-30 May	Bodymoor 11-12 June	Cardiff 20 -21 August	Bodymoor 3-4 September	Stewartby 24-25 September	
			POINTS	POINTS	POINTS	POINTS	POINTS	POINTS	POINTS
1 st	Mark Williams	49	21	11	21	17	CANX	21	91
2 nd	Mick Pillow	42	17	15	15	20	CANX	13	80
3 rd	Bill Owen	7	15	20	17	DNR	CANX	15	67
4 th	Peter Mantripp	4	18	18	10	DNR	CANX	DNR	41
5 th	Dave James	22	11	0	11	DNR	CANX	17	39
6 th	Steff Gilderdale	35	10	13	13	DNR	CANX	DNR	36
7 th	Matthew Procter	15	DNR	DNR	DNR	15	CANX	11	26
8 th	Matthew Wood	11	9	0	DNR	13	CANX	DNR	22



2011 RYA BRITISH SPRINT CHAMPIONSHIPS



	DRIVER'S NAME	CHAMPIONSHIP	POINTS
1 st	Paul Balfour	NS2000 British Sprint Championship	1124
1 st	Keith Whittle	SL250 British Sprint Championship	1200
1 st	Mark Williams	S850 British Sprint Championship	1200
1 st	Bill Owen	T850 British Sprint Championship	1200
1 st	Nick Walsh	GT30 British Sprint Championship	1200
1 st	Ben Jelf	JT250 British Sprint Championship	1200
1 st	Luke Hugman	OSY400 British Sprint Championship	1200
1 st	Nigel Edwards	O350 Outboard British Sprint Championship	400
1 st	Kevin Turner	O250 Outboard British Sprint Championship	400